AND DESCRIPTION A

AUGUST 24

DREAMY.

- Yester night a droam of beauty
 Stole into my quiet brain,
 And I fauched I was roaming
 O'er my childhood's paths again.
 Hand-in-hand with little brothers
 Loving as two mated doves.
 We went building wee clay houses.
 In the little elder groves.
- On our floors the green moss carpet
 Spread as soft as rich Brussels;
 Flowers bloomed in paddock roses, 26:
 Gathered from the woody della;
 Concave barks made into cradles,
 Lined with feathery milk-weed down,
 Served to quiet our rag bables,
 With my non-maternal frown.

MUSIC.

BYMARY H. WILBUR.

Thou art the sobo of each human heart; Mercy and Hope have met thee with a kisa-Thou art the perfect—chain that cannot part The time-defyer—unity of bliss.

Thou are the spirit of the good and true— The baptizer of the Beautiful, dropped dow. In liquid balms, like rifes of heavenly dew. The spirit's incarnation and its crown.

Thine is the key that doth unlock such sweet, Thou liftest up the vall from Sorrow's brow, Leading with gentle will our wayward feet, Trembling, before the Eternal One to bow.

HUMOROUS.

"Truth lies at the bottom of a well," but the well is not in every back yard one

On mature reflection-it can't be possible that Truth lies anywhere.

John says that it is bad meddling with a train of gunpowder, but if you want to be blown up to a dead certainty, just tread on a lady's train. He tried it,

The "Professor" says, in his last paper, that "I LOVE YOU is all the secret that many, nay most women, have to tell. When that is said, they are like China crackers on the morning of the fifth of

A shrewdobserver of human nature has come to the conclusion that "the same ladies who would faint to see a man's shirt on a clothes line, will, in a waltz, lovingly repose their heads on the bosom of the same garment, when the man is in

A man on being asked by his neighbor how his wife did, answered, "Indeed, neighbor, this case is pitiful; my wife fears that she will die, and I fear she will not, which makes a disconsolate

"Henry, you ought to be a shamed to throw away bread like that, you might want it some day."

"Well, mother, would I stand any better chance of getting it then, if I should eat it up now?

A physician walking in Mr. Hamilton's garden, at Cobham, expressed his surprise at the prodigious growth of the

"My dear sir," replied Hamilton, re-member they have nothing else to do." English alphabet, was borrowed from the

Latin, and its name came from the French queue, a tail. It is always followed by u, and never ends a word. Mr. Smith, what other commenta-

tors are there besides Clarke?" Well, John, I don't know, but we had

some very common taters at my boarding house the other day." A man being awakened by the captain of a boat with the announcement

that he must not occupy his borth with his boots on, very considerately replied: "Oh, the bugs won't hurt 'em, I guess; they are an old pair. Let 'em rip."

In one of the counties of Wisconsin, it is said there are three candidates for the Legislature: J. M. Root, democrat; Robert Hogg, free-soil, and T. H. Dye, whig. So, on the election, it will be "Root, Hogg or Dye," with the voters.

A sneaking, dirty fellow being in fear of bailiffs, wished to disguise himself. A wag gave him the following advice:

"Wash yourself, and hold up your head, and I assure you nobody will suspect who vou are."

An Ohio editor recently took s cotemporary to task for copying choice scraps from his editorial columns and not giving credit for them. The cotemporary replied by saying he "did not do a credit

"Friend Mallaby, I am pleased that thee has got such a fine organ in thy

A little three-year-old girl was rid ing in the cars with her father a few days

since, when a lady remarked:-

"That's a pretty baby."

The little lady's eyes flashed fire as she drew herself up to her fullest hight and roplied,—

"I ain't a baby—I wear boots and

QUITE A MEDLEY.-A witty exchange serves up the following queer hash to its numerous readers, viz:

Unbustled ladies, pure and undefiled Christians, disinterested friends, common honesty, sound potatoes, first-rate butter, unwatered milk, and rich printers-are scarce!"

We indorse it all-particularly the last

A LOVE STORY IN BRIEF .- In the Louisiana lowlands lived lovely Lucy Leslie. Levi Larkins loved Lucy lavishly. Lucy loved Levi largely likewise, Levi lassoed Lucy; Lunkins legal lumphead, lashed the lovers together, and lots of little Larkinses leapt limberly long the lump-kins, lending loud luster to the land and likewise causing lively pleasure to the hearts of Levi and Lucy Larkins.

ARAB GALLANTRY .- A Frenchman, while ARAB GALLANTRY.—A Frenchman, while residing in one of the Oriental cities, was once watering some flowers in a window, and accidentally filled the pots too profusely, so that a quantity of water happened to fall on an Arab, who was below basking in the sun.

Paris Fashions for August.

The excessive heat of the weather during the last few weeks has caused mustin and barege to be very generally adopted for out-door cos-tume. Dresses of these thin textures are all made with flounces; some are made with one broad flounce at the bottom, and a double skirt, the edge of which just touches the top of the flounce. This has an effect very preferable to that of five or seven narrow flounces; the latter style, however, has recently been highly fash-ionable. As these narrow flounces only cover about one-half of the skirt, the dress, when made of a thin transparent texture, has the effect of being composed of two different materials. If narrow flounces are adopted they

should entirely cover the skirt.

Many muslin dresses are made with a low or half-high corsages, and worn with fichus or pelerines, some of which are extremely showy and elegant. They are usually made of mus-lin, tulie, or guipure, and tasefully trimmed with runnings and bows of colored ribbon. The sleeves should correspond with the fichu with which they are worn.

Some elegant new designs have been introduced in barege, mousseline de soie, and other light materials suitable for summer costume. No form of sleeve is at present more fashionable than the pagoda—unquestionably none is more elegant. An attempt has been made in Paris to introduce tight sleeves, but without

Silks having white grounds, figured with bouquets of flowers, in variegated hues, are very fashionable for dinner and evening costume. Dresses made of these silks are exceedingly effective when trimmed with ruches and bows of colored ribbon in the Pompadour style.

Figure 1. Dress of gaze de soie, having a white ground covered with small green checquers. The skirt has two broad flounces, each of which is edged with three narrow frills, set on in undulating lines and finished with rouleaux of green silk. The corsage, which is not pointed at the waist, is half high, and cut square in front in the style called a /a Raphael. It is finished at top by a fronce of green silk, confined at regular intervals by loops. The front of the corsage is ornamented with bows of green ribbon, the lowest forming a fastening for the ceinture at the waist. The sleeves have three parrow frills at the shoulders, and are finished at the lower ends with the same trimming. These frills, like those on the flounces, are edged with narrow routeaux of green silk. The undersleeves are formed of large puffs of white muslin, congned at the wrists by bands of needle-work. The coffure consists of bowe of green and black ribbon fixed at the back

part of the head. Fig. 2. Robe of nankin, with large casaque of the same material. The corsage is ornamented with white passementerie in an arabesque pattern. The pockets and ends of the sleeves are trimmed in corresponding style. The casaque is edged all round with broad white braid, and is fastened up the front, from the lower edge to the throat, with white fancy buttons. Bonnet of paille de riz, trimmed with tufts of wheatears. Bavolet and strings of

white ribbon.

Fig. 3. Robe Gabrielle, of apricot-colored pique. The front, from the edge of the skirt to the top of the corsage, is ornamented with two rows of open needlework insertion, and between them is a row of white passementeric buttons. A Henri IV. hat, turned up at each side, and ornamented with a long white estrich feather, fastened by loops of black velvet. Under the brim of the hat there is a trimming of black lace. White cambric undersleeves,

and gloves of gray kid.

Fig. 4. Robe of mouseline de soie figured, with bouquets of flowers in mauve color. The skirt has four flounces, edged with bands of mauve-colored taffetas. The top flounce is headed by a piisse of mauve ribbon. The cointure of gray ribbon, edged with mauve, is fastened in a bow and long flowing ends in front of the waist. The berthe and sleeves are ornamented with trimming corresponding with that on the flounces. Head-dress of black lace. Collar and sleeves of worked muslin.

Feat of Strength.

A letter from Jackson, Miss., August 4, 1859,

I was yesterday an eye-witness to one of the greatest feats of strength on record. According to a statement recently made by some pro-fessor of gymnastics, before his audience, in his lecture, he said that the Belgian Giant, who was said to be the strongest man in the world, could only lift, at a fair and square lift, nine hundred pounds. If this be true, I yesterday saw Mr. Giant fairly beaten.

Mr. Charles F. Ferry, a locomotive engineer on the engine "Hercules," N. O., J. & G. N. E. Railroad, lifted, at a fair and square lift, one thousand pounds. Mr. Ferry is just six feet high, and weighs two hundred and two pounds. high, and weights two hundred and two pounds. He stood upon a pair of Fairbank's platform scales, and passed a three-quarter inch rope under them, allowing the ends to come far enough through to run a stick through the loops. He then placed twelve hundred pounds in weights upon the beam and stepped upon the scales, taking hold of the center of the stick, and, with apparent case, raised the beam and held it in that position for nearly thirty seconds, until all of the bystanders were perfectly satisfied that it was a fair lift.

At the suggestion of some person present, another two hundred pound weight was placed upon the beam; and I confidently believe that, had not the rope broken, he would have raised the twelve hundred pounds. Another rope was procured, but he refused to lift again for nothng. Mr. Ferry says that he can, by the aid of a strap across his shoulders, carry and walk twenty or thirty paces with twelve hundred

Home.

church."

"But," said the clergyman, "I thought you were opposed to having an organ in a church."

"So I am," replied Friend Tommy, "but then, if thee worship the Lord by machinery, I would like thee to have a first rate instrument."

Home—it is alittle word; it has its own interests, its own laws, its own difficulties and sorrows, its own laws, its own difficulti

which beautify and enliven social life.

If any man should have a home, it is the man of business. He is the true working man of the community. The mechanic has his fixed hours, and when these have run their course, he may, ere the day closes, dismiss all anxiety as his labors ends, and seek the home circle Comparatively little has been the tax on his mind, and not much more on his physical sys-tem, as he learns to take all easy. But the man of business is under a constant pressure. His is not a ten-hour system, with an interval of rest; but he is driven onward and onward early and late, without the calculation of hours. He must be employed. In the earnestness of competition—in the complexity of modern modes of business—in the fluctuations which frequently occur—in the solicitous dependence on the fidelity and integrity of others—he has no leisure moments during the day. With a mind incessantly under exciting engagements, and a body without its appropriate nutriment, he may well pant for home, and hail the mo-ment when he may escape from his toils to seek its quiet, and its affection and confidence. Isaac Ferris.

Washington. In the year of our Lord 1790, I stood upon In the year of our Lord 1790, I stood upon the door-step of the counting-house, of which I was then but the youngest clerk, when the companion beside me hurriedly said, "There he comes!—There comes Washington!" I locked up Pearl street, and saw approaching, with stately tread and open brow, the Father of my country. His hat was off, for the day was sultry, and he was accompanied by Colone! Page and James Madison. Never have I forgotten, nor shall I to my dving day forget, the and accidentally filled the pots too profusely, so that a quantity of water happened to fall on an Arab, who was below basking in the sun.

The man started up, shock his clothes, and thus gave vent to his feelings respecting the offender.—

"If it is an old man who has done this, I despise him, if it is an old "woman, I forgive her, if it is a young man, I curse him; but if it is a young woman, I thank her."

Page and James Madison. Never have I forgotten, nor shall I to my dying day forget, the serene, the benign, the goldlike expression of the countenance of that man of men. His loftly make and commanding figure, set off to advantage by an elegant dress, consisting of a blue coat, buff small-clothes, silver knee and shoe buckles, and white vest; his powdered locks, and prime and strength of his manhood,) have never faded from my mind during the many years which, with all their chances and changes, have rolled between.—Personal Recollections of the American Revolution.

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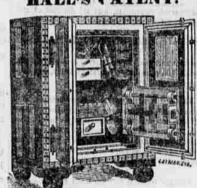
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THE "OUTCALT ELASTIC ME-TALLIC ROOFING" is offered to the public as the best and cheapest Metal Roof now used, its merits tested by an experience of years in this city and vicinity. Applied to flat or steep, old or new buildings. No solder used -factored s-curely without exposure to the action of the shimment.

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1716-if RAILROADS.

JUNE 20, 1859. Cincinnati, Hamilton & Dayton

RAILROAD

FOUR DAILY TRAINS LEAVE THE Trains run through to Indianapolis, Lima, Sandusky and Cleveland without change of cars.

Trains run through to Indianapolis, Lima, Sandusky and Cleveland without change of cars.

Through Tickets for all Eastern, Western, Northern and North-western cities.

6 A. M. EXPRESS TRAIN (Columbus time, which is seven minutes faster than Oincinnati)—For Cleveland and Pittsburg, via Delawars, makes close connection at Crestline for Pittsburg, Baltimore, Philadelphia and New York; and at Cleveland for Dunkirk, Buffalo, Boston and New York. Also, connects at Dayton with Dayton and Michigan Road for Troy, Piqua, Sidney, Lima, Fort Wayne and Chicago, reaching Chicago at 7.20 P. M., Quincy and Galena at 7.4 M. Also, at Dayton with Greenville and Mismi Road, for Greenville, Union, Winchester and Muncie. Also, connects at Bichmond with Indiana Central Boad, for Indianapolis, Lafeyette, Chicago, Torre Haute, St. Leuis, and all Western cities. Also, at Richmond with Cincinnati and Chicago Road, for Anderson, Kokomo and Peru. Also, connects with Junction Railroad at Hamilton for Oxford.

S.A. M. MAIL TRAIN—For Dayton, Springfield and Sandusky—Connects at Badousky with STEAMES for DETROIT; at URBAN Afor COULUMBUS; at Forest with Pittsburg, Fort Wayne and Chicago Chast and West; at Clyde with C. and Toledo Road for Cleveland and Buffalo, Toledo, Detroit and Chicago. This train also connects at DELA. WARE with the C., O. & C. Road for Cleveland and points Rate.

4330 P. M. TRAIN—For Dayton, Springfield

y Als with the C., O. C. Road to the control with points Kaet.

4:30 P. M. TRAIN-For Dayton, Springfield and Sandusky-Connects at Forest with Pittsburg, Fort Wayne and Chicago Boad, East and West; at Clyde with C. and Toledo Road for Cleveland ang Batfalo, Toledo, Detroit and Chicago. Also, connects at Richmond for Indianapolis, Terre Haute, St. Louis and Chicago. Also, connects with Junction Ballroad at Hamilton for Oxford.

6 P. M. TRAIN-For Dayton, Trop, Piqua, Sidney, Lima, Fort Wayne and Chicago, reaching Chicago at SA. M. ney, Lima, Forr Wayne and Chicago, reaching Unicago at S.A. M.

27 The 6 and S.A. M. trains connect at Cleveland with steamers for Buffalo.

For further information and Tickets, apply at the Ticket offices—north-east corner Front and Broadway; No. 169 wainut-street, near Gibson House; at the new Ticket Office, on the west side of Vine-street, between Postoffice and Burnet House, at the Walnut Street House, or at the Sixth-street Depot.

B. McLAREN, Superintendent.

COMMENCING APRIL 11, 1859.

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD. Four Trains Daily.

THREE THROUGH EXPRESS TRAINS.

First Train—No. 1 Express, at 6 A. M., connects via Columbus and Cleveland, via Columbus, Crestline and Pittsburgh, via Columbus, Steubenville and Pittsburgh, Detroitvia Cleveland and steamer. This Train stops, between Cincinnati and Columbus, at Loveland, Deerfield, Morrow, Xenia, Cedarville, South Charleston, London and West Jufferson.

Second Train—No. 2 Express, at 8:30 A. M., connects via Columbus, Bellair and Bouwood, Wheeling; via Columbus, Steubenville and Pittsburg; via columbus, Crestline and Pittsburg: the Columbus and Cleveland; Detroit, via Cleveland and steamer; White Sulphur Station, via Springfield. This Train stops be tween Clindmant and Columbus, at Plainville, Milford, Miamiville, Loveland, Deerfield, Morrow, Corwin, Spring Valley, Xenia and London.

Third Train—Accommedation, at 4:40 P. M., for Columbus and Springfield.

Fourth Train—Night Express, at 11:30 P. M.; connects via Columbus, Bellair and Benwood; Wheeling, via Columbus, Crestline and Pittsburg; via Columbus, Accessine and Ac THREE THROUGH EXPRESS TRAINS. No. 2 Express, through to Wheeling without change No. 2 Express, through to Wheeling wit hout change of cars.

The NIGHT EXPRESS Frain leaving Cincinnatiat 11:30 P.M., rims daily, except SATURDAYS. The other Trains run daily, except SUNDAYS.

For all information, and fhrough Tickets to Boston, New York, Philadelphits, Baltimore, Washington, Buffalo, Niagara Falts, Dunkirk, Claveland, Pittsburg, Wheeling, and all the Eastern places, apply at the Offices, Walnut Strest House, No. 1 Burnet House, south-east corner of Broadway and Front streets, and at the Eastern lepot.

Trains run by Columbus time, which is seven minutes faster than Cincinnati time.

Omnibuses call for passengers by leaving direction at the Ticket Offices.

HIGH SPEED RESTORED, Shortest and Quickest Route to AND THE NORTHWEST,

INDIANAPOLIS AND CINCINNATI, LAFAYETTE AND CHICAGO,

LAFAYETTE AND CHICAGO,
SHORT-LINE RAILROADS.
Only One Change of Care between Cincinnation and Chicago.
Three Passenger Trainsloave Cincinnatidally, from the foot of Mill and Front streets.
5:50 A. M., Chicago Mail arrives at Indianguolis at 10:30 A. M., Chicago Mail arrives at Indianguolis at 10:30 A. M., Chicago at 7:25 I'. M. This trum connects with all night trains out of Chicago, for the West and North-west.

12:60 M.—Torre Haute and Layfayette Accommodation arrives at Indianapolis, at 2:40 P. M., making direct connections at Indianapolis, at 2:40 P. M., making direct connections at Indianapolis with Torre Haute Trains and Indianapolis and Langesh; also with Peru trains for Peru, E. Wayne and Toledo.
5:50 P. M.—Chicago Express arrives at Indianapolis at 10:30 P. M.; Chicago at 7:40 A.M. Making cleas connections at Chicago with at Imerimia trains out of Chicago. This train connects at Indianapolis with Terre Haute trains for all points West and Northwest.

Sieoping cars are attacked to all the night trains on this line, and run thiough to Chicago without change of cars.

This is exclusively a Western and North-western

Steeping cars are attached to all the high trains on this line, and run through to (hicago without change of cars.

This is exclusively a Western and North-western route, and with faverable and reliable arrangements with all connective roads the cuphout the entire West, guarantees unusual care and the amplest accommodations to the patrons of this line.

**B'' He sure you are in the right ticket office before you purchase your tickets, and ask for tickets via Lawrenceburg and indianapolis.

Fare the same as by any other route. Baggage checked through.

THROUGH TICKETS, good until used, can be obtained at the ticket offices, at Spencer House Corner, north-east corner Broadway and Front No. 1 Burnet House Corner; at the Waint-street House, sand at Depot office, foot of hill, on Front street, where all necessary information may be had.

Omnibuses run to and from soh train, and we call for passengers at all hotels and all parts of the city, by leaving address at either office.

W. H. L. NOBLE,

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Cincinnati, Richmond & INDIANAPOLIS RAILROAD.

Great Through Route for Indiamapolis, TERRE HAUTE,

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LOGANSPORT,

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FORT WAYNE.

TWO DAILY THROUGHTRAINS leave Sixth street

6 A. M.—INDIAMAPOLIS, ST. LOUIS & CHICAGO FAST EXPRESS.—Through direct, making close connections for all other Western and North-western points. This Train also connects at Richmond with Cincinnati and Chicago Boads, for Anderson, Kokomo, Logansport, and all points on Wabash valley Baliroad, M.—INDIAMAPOLIS, OHICAGO & ST. LOUIS NIGHT EXPRESS.—The above Trains make close connections at Indiampolis, Lafayette and Chicago, with Trains for Terre Haule, Springfield, Book Leiand, Galesburg, Kennoha, La vrosse, Jackson ville, Danville, Burilugton, Milwankes, Mathon, Mayles, Galena, Quincy, Prairie du Chien, Pana, Peurla, Dunstith, Bacine, Decaiur, Eloomington, Joilet, Le Salle, St. Paul, and all towns and cities in the North west.

Through Tickets given and Baggage checked west.

*** Through Tickets given and Baggage checked through.

For further information and Through Pickets, apply to Ticket Offices, north-east corner of Front and Broadway; No. 169 Walnut street, near Fourth; at south-east corner of Fourth and Vine street, or at the Sixth-street Depot.

Omnibuses will call for passengers by leaving their names at either of the Ticket Offices.

W. H. SaltTil. Agent.

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H. N. CLARK, (Successor to MTERS & Co.)

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